

## Federal Aviation Administration, DOT

## § 95.13

- 95.19 Hawaii Mountainous Area.  
95.21 Puerto Rico Mountainous Area.

### Subpart C—En Route IFR Altitudes Over Particular Routes and Intersections

- 95.31 General.

### Subpart D—Changeover Points

- 95.8001 General.

AUTHORITY: 49 U.S.C. 106(g), 40103, 40113, and 14 CFR 11.49(b)(2).

## Subpart A—General

### § 95.1 Applicability.

(a) This part prescribes altitudes governing the operation of aircraft under IFR on Federal airways, jet routes, area navigation low or high routes, or other direct routes for which a MEA is designated in this part. In addition, it designates mountainous areas and changeover points.

(b) The MAA is the highest altitude on a Federal airway, jet route, area navigation low or high route, or other direct route for which a MEA is designated in this part at which adequate reception of navigation aid signals is assured.

(c) The MCA applies to the operation of an aircraft proceeding to a higher minimum en route altitude when crossing specified radio fixes.

(d) The MEA prescribed for a Federal airway or segment thereof, area navigation low or high route, or other direct route, applies to the entire width of the airway, segment or route between the radio fixes defining the airway, segment or route. An MEA prescribed for an off-airway route or route segment applies to the airspace five statute miles on each side of a direct course between radio fixes defining that route or route segment.

(e) The MOCA applies to the operation of an aircraft within 25 statute miles of the VOR station concerned. The MOCA assures obstruction clearance between the fixes specified but adequate reception of navigational signals is assured only within 25 miles of the VOR station concerned.

(f) The MRA applies to the operation of an aircraft over an intersection used in the navigation of that aircraft. The

MRA is the lowest altitude at which the intersection can be determined.

(g) The COP applies to operation of an aircraft along a Federal airway, jet route, area navigation low or high route, or other direct route for which a MEA is designated in this part. It is the most appropriate point for transfer of the airborne navigation reference between the facility or way point abaft the aircraft and the next appropriate facility or way point along the Federal airway, jet route, area navigation low or high route, or other direct route that provides:

(1) Continuous reception between facilities; and

(2) A common source of azimuth guidance for all aircraft operating along the same segment of the Federal airway, jet route, area navigation low or high route, or other direct route.

[Doc. No. 1580, 28 FR 6718, June 29, 1963, as amended by Amdt. 95-118, 29 FR 13166, Sept. 23, 1964; Amdt. 95-198, 35 FR 14610, Sept. 18, 1970]

### § 95.3 Symbols.

For the purposes of this part—

(a) *COP* means changeover point.

(b) *L* means compass locator;

(c) *LF/MF* means low frequency, medium frequency;

(d) *LFR* means low frequency radio range;

(e) *VOR-E* means VOR and distance measuring equipment; and

(f) *Z* means a very high frequency location marker.

[Doc. No. 1580, 28 FR 6718, June 29, 1963, as amended by Amdt. 95-118, 29 FR 13166, Sept. 23, 1964]

## Subpart B—Designated Mountainous Areas

### § 95.11 General.

The areas described in this subpart are designated mountainous areas.

[Doc. No. 1580, 28 FR 6718, June 29, 1963]

### § 95.13 Eastern United States Mountainous Area.

All of the following area excluding those portions specified in the exceptions.

(a) *Area*.